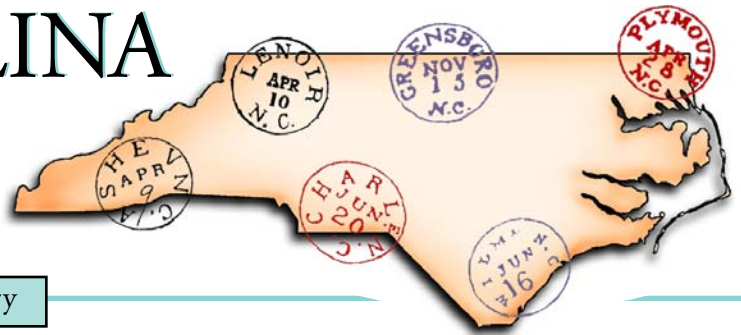


NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History

VOLUME 34, NO. 2 SPRING 2015 WHOLE 130

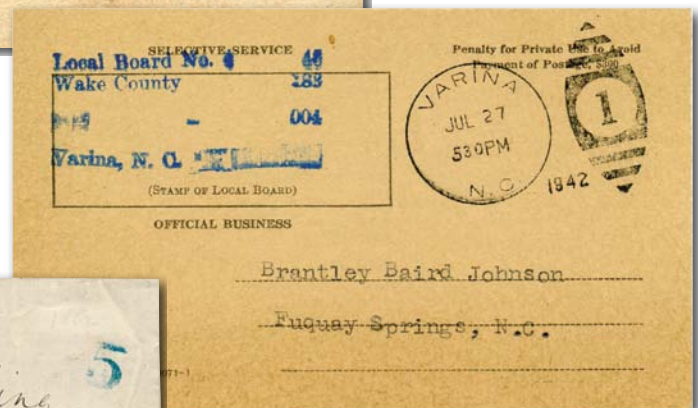


Greensboro PAID
Handstamp Revisited

Mail from Camp
Stokes CSA



A Tale of Two Cities: Fuquay
Springs and Varina



NC Postal History from
Robert J. Karrer Collection

PRESIDENT'S MESSAGE

The CHARPEX committee has announced that CHARPEX 2015 will be held on July 25 and 26th. While the details are not available yet, it is not too early to plan to attend the annual meeting of the North Carolina Postal History Society, which will be held in conjunction with CHARPEX 2015. This year CHARPEX will be at the same location as last year, the Worrell Building (formerly Taylor Hall), on the campus of Central Piedmont Community College, 1228 Elizabeth Avenue, Charlotte. It is conveniently located just off I-277 and Route 74. Site location details are available on the CHARPEX web site, www.charpex.info. More details about the NCPHS activities will be in the next journal. I hope you will be able to attend.

A short obituary for Scott Troutman appears on page 6. Scott unexpectedly passed away on February 20, 2015. We will miss his steady input to our journal. His articles always were interesting. His last article, which appears in this journal, was submitted before he went to the hospital for his surgery.

The status box of the *North Carolina Postmark Catalog Update* (back page) shows more changes. The updated postmarks of 77 counties and four cities now have been documented. Additional changes to previously completed counties continue as time is available. Remember, if you want to know if a county has had changes made since you last viewed it, check the date in parenthesis after the name of the file posted on our web site. Also, the date of a revision appears in the lower left corner of the first page (map page) of each county. Counties that show only a month and year have not had additional updates. To date, there are over 4,400 pages on-line, with about 16,800 markings that were not documented in the original catalog.

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There are only 16 members who have not paid their dues for 2015. The timely renewal of membership subscriptions is greatly appreciated. Both the dues and the additional donations from our members are needed to help with the cost of printing our journal. Please remember to pay your dues now if you are one of the 16 delinquent members. A red dot will appear on the address label of the mailing envelope for this journal if this applies to you. The dues for 2015 remain at \$15 for the year, which includes four issues of our journal, the *North Carolina Postal Historian*. Donations above the regular membership amount are deductible as we are a non-profit, educational organization.

As always, I welcome your comments and suggestions for improving the society. Please feel free to call me at home (336 545-0175), send me an e-mail message at rfwinter@triad.rr.com, or write to me. My mailing address appears at the bottom of this page.

Dick Winter



NORTH CAROLINA POSTAL HISTORIAN

(Library of Congress No. ISSN 1054-9158.)

Web site www.ncpostalhistory.com

The *North Carolina Postal Historian* is the official journal of the North Carolina Postal History Society. It is published quarterly in January, April, July and October.

Membership in the Society is \$15 per year. Applications for membership may be obtained from the Secretary/Treasurer. Submissions for the *Postal Historian* or inquiries may be addressed to the editors.

| President | Vice-President | Secretary/Treasurer | Editors | |
|--|--|--|--|--|
| Richard F. Winter 5432 Geneva Terrace Colfax, NC 27235 rfwinter@triad.rr.com | Harvey Tilles 105-c Shorelake Drive Greensboro, NC 27455 htilles@triad.rr.com | William DiPaolo 7110 Marston Court University Park, FL 34201 billdip1@gmail.com | Tony L. Crumbley PO Box 681447 Charlotte, NC 28216 tcrumbley2@bellsouth.net | Richard F. Winter 5432 Geneva Terrace Colfax, NC 27235 rfwinter@triad.rr.com |

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The Greensboro PAID Handstamp Revisited

by Thomas S. Richardson



In the *North Carolina Postal Historian*, Vol. 30, No. 3, Summer 2011, I wrote about the blue Greensboro “PAID” handstamp used as a stamp cancellation during the period 1859-61. The premise of my article was that the “PAID” marking on the stamps was a precancel marking made by the postmaster at Greensboro since all the examples I had seen were struck only on the stamps themselves and not tied to the covers. The postmaster at the time, August 1853 to October 1862, was Branson G. Graham.¹ He also was responsible for the Greensboro Postmaster Provisional’s during the Civil War. Postmaster Graham would have been instrumental in using the blue “PAID” handstamp to cancel stamps. The covers illustrated in that article showed the care he took to cancel the stamps and not to tie them to the covers. Figures 1 and 2 posted from Greensboro on September 12, 1860, and October 18, 1860, are two additional examples showing the

Precancel or Not

Do the new covers change what I had assumed; that the blue “PAID” handstamp cancel on the stamps was a precancel? Yes, the two new covers proved my assumption wrong. Nevertheless, I still think the postmaster was very careful with the placement of this marking on the stamps that he canceled as illustrated by the covers I had seen. Previous covers did not show evidence that the “PAID” handstamp actually tied the stamps to the covers. However, now there is unmistakable evidence that covers exist with the marking tying both the stamp and cover. Figure 3 illustrates the first cover. It is dated December 17, (1860), and is addressed to Miss Bibi Hodge, Fredericksburg, Virginia. The cover has the Type 5 blue Greensboro circular datestamp with the post office name spelled “GREENSBOROUGH” and a blue “PAID” handstamp tying the 3¢ 1857 dull red Type III stamp to the cover. About half of the letter “D” in the handstamp overlaps onto the cover, tying the stamp. The second cover, Figure 4,



◀ **Figure 1.** September 12, 1860, envelope from Greensboro (Guilford County) to Lenoir (Caldwell County) paid with 3¢ dull red 1857 stamp canceled with the blue PAID handstamp struck just on the stamp.

Figure 2. ▶
October 18, 1860, envelope from Greensboro (Guilford County) to Farmington (Davie County) paid with 3¢ dull red 1857 stamp canceled with the blue PAID handstamp struck again just on the stamp.



placement of the blue “PAID” handstamps.

In the past year, two new covers have made me reconsider my view of the blue “PAID” handstamp as a precancel marking. These Greensboro “PAID” handstamp covers came up for sale in eBay auctions, and will be discussed in this article. In addition, one cover has a story that is quite surprising and brings to light a completely unknown philatelic treasure of North Carolina postal history.

postmarked on March 2, (1861), by a Type 5 blue Greensboro circular datestamp, also shows clearly that the “D” in the “PAID” handstamp ties the left-hand stamp of the horizontal strip of three 1¢ 1857 blue Type V stamps to the cover.

What can be noticed is that the “PAID” handstamp always is struck vertical in its application as a cancel. This also is true even on the Government envelopes, the 1853 3¢ Nesbitt, and 1860 3¢ Star die. Either the “P” or “D” of “PAID” is at top or



◀ **Figure 3.** December 17, 1860, envelope from Greensboro (Guilford County) to Fredericksburg, Virginia, paid with 3¢ dull red 1857 stamp canceled with the blue PAID handstamp, this time with about half the “D” of “PAID” overlapping onto the envelope and clearly tying the stamp to the cover.



Figure 4. ▶
March 2, 1861, envelope from Greensboro (Guilford County) to Fredericksburg, Virginia, paid with horizontal strip of three 1¢ blue 1857 stamps. Each stamp is canceled with the blue PAID handstamp, with the marking on the left stamp overlapping onto the envelope.

bottom. A horizontal use of this handstamp as a killer has yet to be seen. The marking always is placed on the longer side of the stamp or embossed indicia, which would suggest the postmaster intentionally tried to keep it primarily on the item being canceled.

The first Greensboro “PAID” handstamp to be found tying a stamp to the cover, Figure 3, is a common use of a 3¢ 1857 stamp and has no other outstanding features except the placement of the “PAID” cancel. The second cover, Figure 4, has the blue “PAID” handstamp canceling each stamp of the strip of three 1¢ 1857 blue Type V stamps. The two right-hand stamps have the “PAID” cancels completely on the stamps, but the “PAID” cancel on the left stamp overlaps onto the cover. These two covers disprove the precancel theory that the stamps were canceled on their issued sheets of 100, before being applied to the covers. They also show that the postmaster was careful in his placement of the cancels on the stamps.

The Figure 4 cover also gives us an unusual use of the 1¢ 1857 stamps on a cover from Greensboro. The 1¢ 1851 and 1857 stamps were intended to be used for the 1¢ rate of drop letters. From July 1, 1851 to September 29, 1852, they could be used also for printed matter of 1 oz. or less going a distance of up to 500 miles. From September 30, 1852, the 1¢ rate for printed matter changed and applied to all printed matter less

than 3 oz. in weight going anywhere in the United States, with 1¢ more for each additional ounce above that. The typical use seen was for unsealed circulars. On April 1, 1855, prepayment on letters became compulsory and the drop letter rate remained

at 1¢. Figure 5 illustrates the 1¢ use on a printed circular from Wilmington to Lumberton.

Until the Figure 4 cover was acquired, no 1¢ 1857 stamps had been seen used from Greensboro for the 3¢ per ½ oz. letter rate up to 3000 miles. This cover was posted on March 2, 1861, just a few months before North Carolina succeeded from the Union in May 1861. The use of 1¢ stamps to make up the postage for the letter rate might be explained by the timing. Perhaps the postmaster was using up his stock of stamps before they become unusable by the approaching secession.



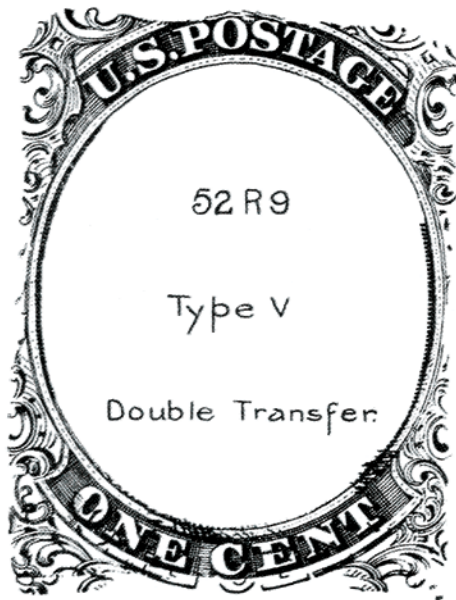
▲ **Figure 5.** Wilmington (New Hanover County) to Lumberton (Robeson County) printed circular dated June 5, 1860, paid 1¢ with a blue 1857 stamp canceled with a black circular grid cancel.

Significant Stamp Find

Why is the 1857 1¢ strip of three cover such a big find in addition to proving the stamps were not precanceled at Greensboro as originally thought? Let me go through a detailed description of the cover and its markings. The Type 5 Greensboro circular datestamp shows the dent in the rim above the “BO” of “GREENSBOROUGH.” This variant was identified in my original article. The dent appeared sometime in

1856 and continued during the use of this handstamp until early 1867. The blue “PAID” was used as a killer from about 1859 until 1861. The “PAID” marking also was used from 1861 until 1862 as a Confederate marking on letters paid in cash before the Confederate government issued its own adhesives in the Fall of 1861.

As mentioned, the Figure 4 cover has a horizontal strip of three 1¢ 1857 blue Type V stamps. These stamps plate to positions 51R9, 52R9, and 53R9. The plating notation means the stamps are positions 51, 52 and 53 on a 100-position plate of stamps. The location numbering starts from number 1 in the upper left corner to 100 in the lower right corner, with 10



▲ **Figure 6.** Drawing of the 1¢ 1851/57 stamp position 52R9, showing the large double transfer at the bottom and other small, identifying features of this position from *The 1851 Issue of United States Stamps: a Sesquicentennial Retrospective*, (New Orleans, LA: The U.S. Philatelic Classics Society, Inc., 2006), pg. 20.

rows of 10 stamps each. The “R” in the notation is the right pane of two adjacent panes of 100 stamps each. The stamps were printed in sheets of 200 then divided into two panes of left and a right. The numeral “9” is the notation for Plate 9.

Type V refers to the stamp type in the *Scott Catalogue* listings for the 1851-57 1¢ stamp, one of several types of this stamp. The 1¢ Plate 9, Type V stamp has an earliest known use of August 2, 1859.² The position of one of the stamps, 52R9, is known as the “BIG SHIFT.”³ It is listed under *Scott Specialized Catalog* as Scott No. 24, double transfer at bottom. Figure 6 illustrates this position and its identifying features.

What is special about 52R9 as it appears on the Greensboro cover? On Robert A. Siegel’s web site <http://www.siegelauctions.com/>, a Power Search for stamps and covers sold by Siegel, 52R9 shows up on five stamps and a listing of three covers, (no images of covers). This cover may have been in Robert A. Siegel’s Sale 1006, March 2-3, 2011, as part of lot 1412. Additional covers with 52R9 may and should be in collector’s hands, but finding another one from Greensboro, North Carolina, may not be possible. The total amount of stamps printed from the Type V imprint roughly estimates more than 50,000,000 with an estimate of 10,000 covers surviving from all Plates.⁴ The Type V 1¢ 1857 blue stamp was printed using five different plates, Plates 5, 7, 8, 9 and 10. The double transfer, position 52R9, occurs just once on the right plate

In conclusion, two things have resulted from these new covers. The first is my revision of the theory related to the blue “PAID” handstamp killers appearing on the Greensboro covers just before the Civil War. Second, a major postal history find for North Carolina was discovered in the use of the 1¢ 1857 blue Type V stamp. Because of its rarity, I consider this to be a quintessential cover. It is always a thrill to acquire new items and to find new important philatelic pieces. I would urge collectors to look through their postal history items to see if there are not more hidden gems to be discovered. ■

1. *Post Offices and Postmasters of North Carolina, Colonial to USPS*, Vol. II, (Newell, NC: North Carolina Postal History Society, 1996).
2. Charles Snee, ed., *2015 Scott Specialized Catalogue of United States Stamps & Covers* (Sydney, OH: Scott Publishing Co., 2014), pg. 17.
3. Stanley Ashbrook, *The Types and Plates of the U.S. One Cent 1851-1857* (New York: Scott Stamp and Coin Co., 1926), pg. 84.
4. Jon W. Rose, *First United States Perforated Stamps-The 1857 Issue* (Chicago, IL: The Collectors Club of Chicago, 2005), pg. A6.

Have You Checked Our Web Site?

The North Carolina Postal History Society’s web site is located at
www.ncpostalhistory.com

Take a look and let us know how you feel about it.

Scott M. Troutman 1950-2015



by Tony L. Crumbley

On February 20, 2015, Scott Troutman died of a heart attack after a successful colon surgery. His sudden loss came as a complete surprise. Scott was born September 20, 1950, in Altoona, Pennsylvania. He graduated from high school in Alexandria, Virginia, and later received his Master's Degree in Computer Sciences.

Around 1987 while working in the Winston-Salem area, Scott became involved with the North Carolina Postal History Society. His first article for the society appeared in the Winter, 1988 issue of the NCPHS Newsletter (Whole No. 24). It was an examination of three 1862 letters written by two soldiers of the 6th Regiment of the New Hampshire Volunteers from Hatteras Inlet and Roanoke Island, letters sent back home to Hancock, New Hampshire. Scott wanted to convey the sentiments of these young men as they went away to war in a unit that participated in the Federal force that attacked the outer banks and Roanoke Island early in the war. He felt these letters helped convey the sentiments and realities of the war in a personal sense. Over the years, Scott would author or co-author nearly 75 articles for our journal.

Scott collected North Carolina railroad covers and coastal North Carolina postal history. He was also an avid collector of state revenue stamps. He was the editor of *The State Revenue*

News, the journal of the State Revenue Society, for nineteen years which produced 75 issues, and he managed their auctions for much of that time.

In 2004, Scott asked if I would help produce a catalogue of all known North Carolina state revenue stamps. I worked closely with him that year as we developed formatting as well as content for this publication. In 2005 he published "The Revenue Stamps of North Carolina," a major listing of all the known state revenue stamps and related items of North Carolina. His monograph was well received and is still available from our society. Information is available on our web site. My feeling at the time was that this effort was a test to see if he could tackle the updating of the entire state revenue catalogue.

Scott's last article for us was submitted just before he went into the hospital for surgery. He wanted the society members to know about the December 2014 sale of the Robert J. Karrer collection of Charleston, South Carolina postal history, which was sold by Schuyler Rumsey Philatelic Auctions. There were five covers of interest, each having a connection to North Carolina primarily through the railroads. His article appears later in this journal.

Those of you who knew Scott understood his deep love for our hobby. He will be sorely missed as a friend and as a faithful contributor to the North Carolina Postal History Society. ■



New Mystery Cover



Illustrated is a 20 April 187x manuscript cancel on a cover to New York City. Can you identify the post office and its North Carolina county?

Send your answer to Tony Crumbley or Dick Winter.

Mail from Camp Stokes CSA in 1864-1865



by Stefan T. Jaronski

Illustrated in Figures 1-3 are three covers from Greensboro (Guilford County), sent during the War For Southern Independence. All three are from F. A. Bleckley, Camp Stokes near Greensboro, per the endorsements on each envelope. Besides the striking, red ink color of the postmarks and postage due rating, a remarkable aspect is that these three covers were sent in the final months of the Confederacy, with the last being sent in March 1865. While the year date is absent from all three postmarks (typical for this “Greensborough” datestamp), the military history surrounding Camp Stokes as well as the sender’s service record substantiate late 1864 and 1865 usage.

Camp Stokes was a conscription and training camp established during the war, just outside Greensboro. The location today is well inside the city limits at the current intersection of Green Valley Road and Westover Road, just 2½ miles northwest of the center of downtown Greensboro. A North Carolina Highway Historical Marker has been erected at the location. Camp Stokes also served for a short time as a prison camp for 200 Union troops and Confederate deserters in the fall of 1864.

Previously, Major Peter Mallet had organized a group of 45-50-year old men from Stokes and surrounding counties



▲ **Figure 2.** Another soldier’s due cover from the same correspondence and origin. The soldier’s endorsement reads, “Privet F A Bleckley/ Co A/ Camp Stokes near gree/nsborough NC.” While the postmark impression is incomplete, the month and date of JAN 24 (1865) can be discerned. Postage again is indicated by the red “DUE 10” in lower left corner of the envelope. (Courtesy Patricia Kaufmann)



Figure 1. ▲

Soldier’s due cover postmarked with the typical type 5 Greensboro device in bright red ink. Postage is indicated by the red “DUE 10” in upper right of the envelope. The soldier’s endorsement, required for postage due status, reads, “Camp Stokes near/greensborough NC/ privet F A Bleckley.” While the postmark is dated only “Dec 17,” the military history of Camp Stokes and the sender’s service record substantiate 1864 year of mailing. (Courtesy Patricia Kaufmann)

at Camp Vance, near Morganton. These troops consisted of 8 officers, 194 enlisted, in “Two companies organized under section 3, paragraph XIX, Bureau of Conscription Circular No. 8 (composed of reserves and men unfit for field service).”

In August 1864, because of the threat of Federal activity in the area, Mallet and his men moved to Camp Stokes. These men then became the Camp Stokes Light Duty Battalion under Major James R. McLean, also known as McLean’s Battalion Light Duty Men. They may also have been known as Camp Guard, Camp Holmes Battalion, Camp Holmes Guard, based on notes in the Compiled Service Records.

Research into the letter sender’s military service was difficult because of ambiguities with his last name in the Compiled Service Records. After a search through the 1860 Census, however, I was able find him. The 1860 census lists a Franklin A. Blakely living in the household of 61-year-old farmer, Charles Blakely, in Catawba Station. Franklin was born in 1825, making him 39 at the time of his enlistment in 1864, and is listed as a millwright. Note that the cover in Figure 1 is addressed to “Charles Bleckley,” Catawba Station. Franklin Blakely mustered into



▲ **Figure 3.** This Greensboro soldier's due cover from the "Bleckley" correspondence is postmarked "MAR 13." The soldier's endorsement, reads, "Privet F A Blackley/Co A/Camp Stokes near greens/boro NC." Again, Private Blackley's service record and the history of Camp Stokes indicate this cover was sent March 13, 1865. (Author's collection)

Confederate service on October 28, 1864, at Camp Stokes, as a Private in Company A of McLean's Battalion. He was listed as present for duty on January 1, 1865. No other military records could be found. Likewise, there is almost no information about the battalion in which he served. After the war, Blakely evidently settled in Rabun County, Georgia; the 1880

census lists him there, although with variations in spelling. He is not listed in Charles Blakely's household nor anywhere else in North Carolina in 1870.

The online "North Carolina Postmark Catalog Update" lists the latest known use for the type 5 Greensboro postmark in red as December 3, 1864. We can now change that date to March 13, 1865. Federal troops occupied the city on May 2, but their proximity to the city in mid April would have disrupted all but local postal operations. ■

References:

National Archives. No date. "Compiled Service Records of Confederate Soldiers Who Served in Organizations from the State of North Carolina." M270, Roll 567.

"North Carolina Postmark Catalog Update. Greensboro" North Carolina Postal History Society, 2014. Downloaded from http://www.ncpostalhistory.com/project_postmark_catalog.aspx.

U.S. War Department. 1880. *The War of the Rebellion: a compilation of the official records of the Union and Confederate armies*. Series IV, Vol. 3 pg. 634. Downloaded from <http://ebooks.library.cornell.edu/m/moawar/waro.html>

"Camp Stokes – North Carolina Historical Markers on Waymarking.com." Downloaded from http://www.waymarking.com/waymarks/WMBGGG_Camp_Stokes

Old Mystery Cover

The mystery cover in our last journal is shown to the right, an envelope postmarked on 1 April 185x or 186x, addressed to Master John A Sykes of Company Shops (Alamance County). The circular date stamp of the originating post office was poorly struck and difficult to read. Three members responded. Larry Thomas said the letter was to his great, great uncle, but didn't know its origin. Greg Stone had an incorrect answer and Scott Troutman provide a handful of possible choices, but did not select one.

The most accurate information available today about North Carolina postmarks exists in our catalog and its update, which is on our web site. Our catalog for Alamance County shows that the spelling for the first Mebane handstamp postmark was MEBANEVILLE. There was no "S" in the postmark. It



was used with and without date slugs and in the ink colors of black and blue, from before and throughout the Civil War. We don't have accurate dates of use because most of the covers we have seen don't have the year in the date. A new marking appeared in 1869 with the name "MEBANESVILLE." The spelling without the "S" is the one on the mystery cover, which has an 1857 perforated stamp on it. Therefore, the 1 April use could be either 1858, 1859, 1860 or 1861.

To the left is another cover from the same period with the MEBANEVILLE postmark. The ink color is blue and probably indicates a use in 1860 or 1861. This was the color used during the Confederacy also.

A Tale of Two Cities: Fuquay Springs and Varina

by Tony L. Crumbley



My first experience with present day Fuquay-Varina was as a high school graduate. I drove my present wife to East Carolina through this town. Just as the university had its own little quaint name, so did that town. Driving though that no man's land on the way to Greenville, there was not much to see. Pig farms and tobacco farms were about it. So when one runs into something a little more unusual, such as a hyphenated town-name, this gives idle minds something to talk about and talk we did.



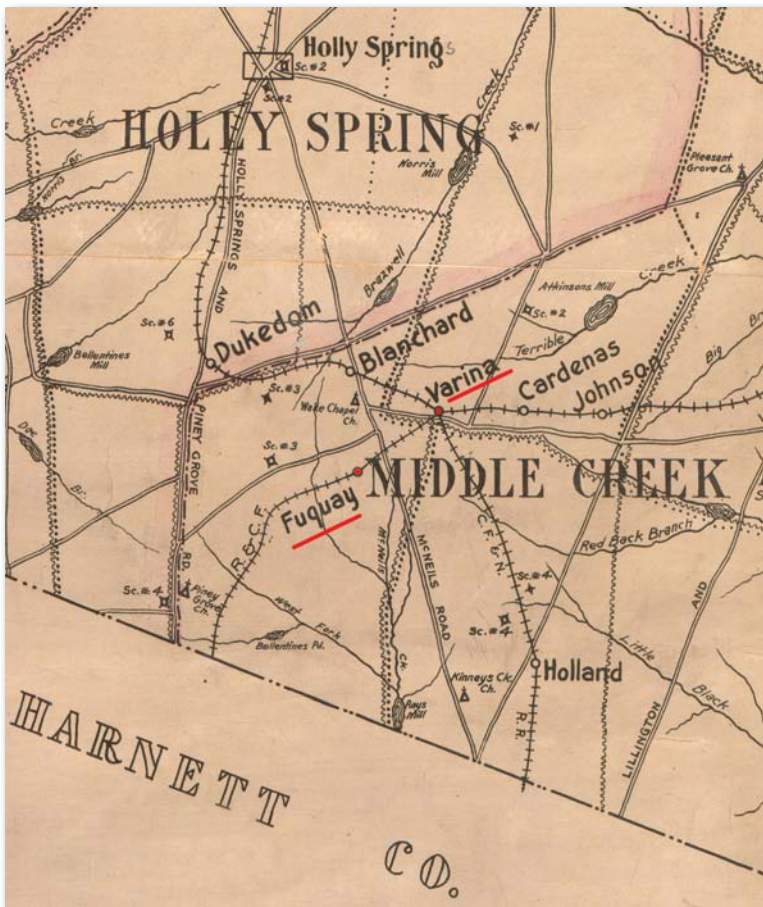
Figure 1 illustrates a portion of a December 1904 "School Map of Wake County" drawn by W.G. Clements, Superintendent of Schools, which shows in red the locations of the villages Varina and Fuquay in southern Wake County.

They were about 17 miles southwest of downtown Raleigh at the intersection of today's U.S. Route 401 and N.C. Route 42. An important feature of this map is that it shows two railroad lines, now defunct, passing through Varina, one of which also passed through Fuquay. The first was the Raleigh & Cape Fear Railroad ("R. & C.F. R.R." on the map), which connected Lillington in Harnett County to Raleigh.

The second was the Cape Fear & Northern Railroad ("C.F. & N.R.R." on the map), which connected Angier in Harnett County with Apex in Wake County. As mentioned later, these railroads were largely responsible for the growth of Varina, later Fuquay-Varina.

So what is the story behind this small town in southern Wake County that has become a bedroom community of Raleigh, growing 2½ times its population since 2000? William Fuquay moved his family to 1,000 acres of land, which he purchased in 1805 from an original land grant family. The family farmed the land and continued to prosper. In 1858, William's son, Stephen, or grandson, David Crockett, discovered a spring while plowing the field. This mineral spring became popular for having healing powers. The spring became known as Fuquay Mineral Spring. In 1860, Fuquay sold the spring to a group of local investors who formed the Chalybrate Springs Company to market and attract visitors to its waters.

At the end of the Civil War, another resident returned from war. J. D. "Squire" Ballentine, who had been communicating with Virginia Avery throughout the war. Virginia had used the pen name Varina in her letters. Once he met her, he fell in love and married her. On October 14, 1880, James D. Ballentine was appointed the first postmaster of a new town post office, Varina, which he named for his wife. He served until the post office name changed to Sippahaw on May 28, 1900. Sippahaw had been named for an Indian tribe called Susippihaw, who had lived in the area at one time. This post office name change, however, lasted only until March 12, 1902, when the post office name once again was changed to Fuquay Springs in honor of its found-



▲ **Figure 1.** Portion of December 1904 "School Map of Wake County" drawn by W.G. Clements, Superintendent of Schools, showing in red the locations of the villages Varina and Fuquay in southern Wake County, about 17 miles southwest of downtown Raleigh.



◀ **Figure 2.** October 21, 1907 post card from Fuquay Springs to Oxford [Female] Seminary, located in Oxford (Granville County). The post card was canceled with a Type A 4-Bar device of the Fuquay Springs post office. This undivided back post card was a product of Raphael Tuck & Sons of England and printed in Germany.

ing family. Figure 2 shows a Type A 4-bar cancel used in the Fuquay Springs post office from 1907 to 1911 on a post card addressed to “Oxford Seminary.” This undivided back post card was produced by Raphael Tuck & Sons of England and printed in Germany. It was sent to a young lady at the Oxford [Female] Seminary, later called Oxford Female College. The school, located in Oxford (Granville County), originally was a Baptist school in 1851, and continued to operate during the Civil War, unlike many similar schools in the South. From 1868 it had a series of many management changes. Under new leadership in 1880 it became a successful women’s college until it closed in 1925.

In 1909, Fuquay Springs was incorporated, taking in the neighboring town of Varina, which consisted of the business district and the rail junction of the two railroad lines that passed through it. The following year, Varina re-established itself when the Varina Union Station was erected. Four years later, the Bank of Varina was opened, competing with the former Bank of Fuquay. On September 15, 1913, Albert Gregory was appointed postmaster of the new Varina post office. At the time, a post office still was in operation in nearby Fuquay Springs. It seems Squire Ballentine was not going to lose his town named for his wife.

Figure 3 illustrates a cover posted in Varina on February 14, 1919, and addressed to Elon College (Alamance County). It was paid with a 3¢ stamp for the war rate of World War I. The printed corner card on the envelope was from the small town on Kennebec, located 4½ miles to the southeast, which would not have its own post office until January 1915. This Type B 4-Bar Cancel was used from 1915 until 1922.

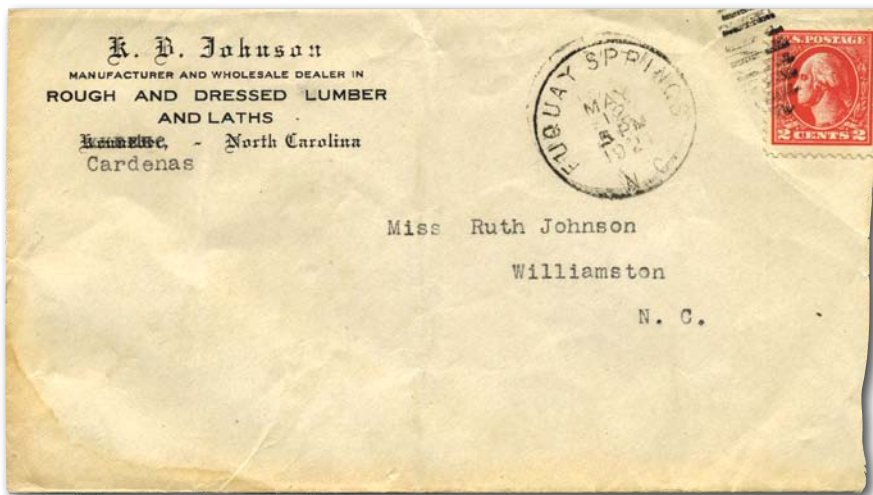
Varina would continue to attract businesses of tobacco warehouses and textile mills – all capitalizing on the rail lines through town. Fuquay Springs began bottling and selling mineral water from the spring. Additional businesses continued to grow. By 1920, both communities had become major trading hubs in southern Wake County. Automobiles and improved roads, however, reduced the tourist traffic to the springs as locals now traveled to the coast.

Figure 4 shows a Type H2 metal duplex cancel used in Fuquay Springs on May 12, 1921. The cover was addressed to Miss Ruth Johnson in Williamston (Martin County). The printed corner card on the envelope indicates that the writer had moved from Kennebec to Cardenas, a railroad stop one mile east of Varina on the Raleigh and Cape Fear Railroad.



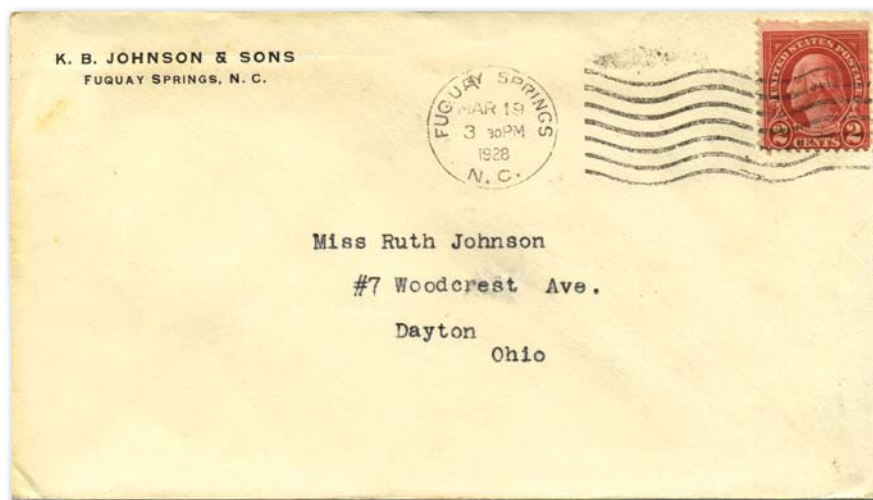
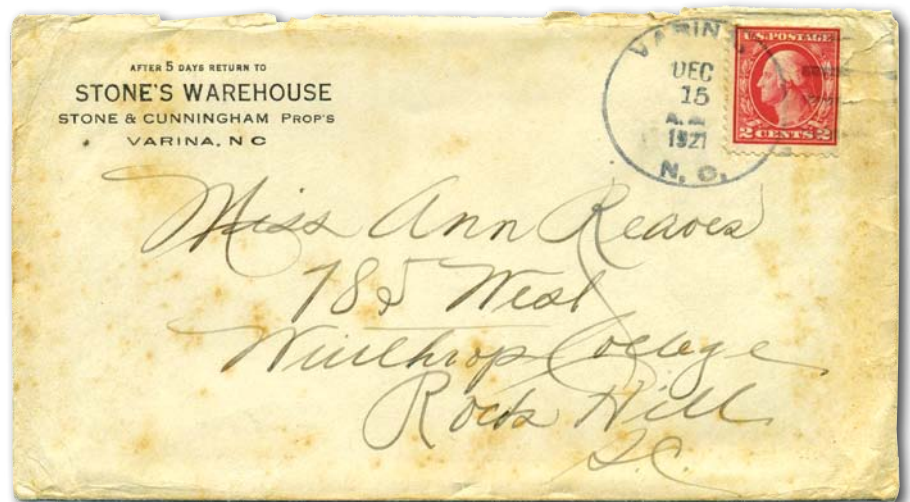
Figure 3. ▶

Varina, February 14, 1919, envelope to Elon College (Alamance County). Letter paid with a 3¢ stamp for the war rate of World War I and canceled with a Type B 4-Bar Cancel which was used from 1915-1922.



◀ **Figure 4.** Fuquay Springs, May 12, 1921 cover to Williamston (Martin County). The domestic rate was paid with a 2¢ carmine stamp canceled by a Type H2 metal Duplex device. The printed corner card indicates the sender had moved from Kennebec to Cardenas, a small town and railroad stop on the Raleigh & Cape Fear Railroad a mile east of Varina that had no post office.

Figure 5. ▶ December 15, 1921, cover from Varina to Winthrop College in Rock Hill, South Carolina, canceled with a Type B 4-Bar metal device. The printed corner card shows the envelope was from Stone's Warehouse in Varina.



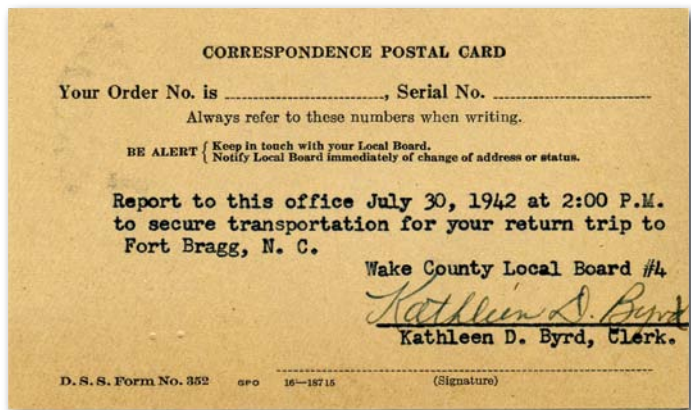
◀ **Figure 6.** Fuquay Springs, March 19, 1928, cover to Dayton, Ohio, canceled with a Columbia machine Type 1W. Examples of this machine's use at Fuquay Springs have been seen only from March 1927 to March 1928.

This small town was another that did not have a post office until October 1899. Its residents had to use one of the two post offices located nearby at Fuquay Springs or Varina.

A cover from one of Varina's warehouses is shown in Figure 5. This envelope was posted at Varina on December 15, 1921, and was addressed to Miss Ann Reaves, Winthrop

College, Rock Hill, South Carolina. It was canceled with a Type B four bar cancel. The printed corner card indicates the letter was from Stone's Warehouse in Varina.

In March 1927, Fuquay Springs received its first machine cancel, a Columbia machine that would be used from March 1927 until March 1928. Figure 6 illus-



trates a cover to Dayton, Ohio, canceled by this machine, a Type G 1W Columbia cancel dated March 19, 1928.

Figures 7 and 8 illustrate the front and reverse of an interesting postal card from Local Selective Service Board No. 45 in Varina addressed to Fuquay Springs. This Official Business card was posted on 27 July 1942, and canceled with a metal duplex Type E2 postmark device. It directed the recipient to report to the Varina Selective Service Office on July 30, 1942, to arrange transportation back to Fort Bragg.

The close proximity of each town, their shared vision, and the economic advantages of being one influenced their merger. In 1963, the hyphenated town of Fuquay-Varina became incorporated. On July 31, 1964, the post office name was changed officially from Fuquay Springs to Fuquay-Varina, just in time for me to drive through this growing community. Postmaster Arnold Edward Bullock of the old Fuquay Springs post office was Fuquay-Varina's first postmaster. In 1970, the new town's population was 3,576 residents. Today, more than 20,000 people live there. I wonder if any of the residents know of their postal history. ■

The following is a listing of the postmasters and postmarks for Varina, Sappahaw, Fuquay Springs, Fuquay-Varina, and Varina (Re-established), which have not yet been published in the *North Carolina Postmark Catalog Update*.

Varina

| | |
|---------------------------------|-------------|
| James D. Ballentine | 14 Oct 1880 |
| Name changed to Sippahaw | 28 May 1900 |



Type 1
27 mm Black
7 May 1884
4 May 1887

◀▲ **Figure 7 and 8.** Front and reverse of a July 27, 1942, official postal card from Local Selective Service Board No. 45 in Varina to Fuquay Springs, canceled with a metal duplex Type E2 postmark device. The instructions on the reverse directed the recipient to report to the Varina Selective Service Office on July 30, 1942, to arrange transportation back to Fort Bragg.

References:

- “Fuquay-Varina, North Carolina.” http://en.wikipedia.org/wiki/Fuquay-Varina,_North_Carolina. (Accessed February 2015).
- “List of North Carolina Railroads.” http://en.wikipedia.org/wiki/List_of_North_Carolina_railroads. (Accessed February 2015). This is a good table of all North Carolina railroad including those that are defunct today.
- “Postmaster Finder, Postmasters by City.” <http://webpmt.usps.gov/pmt002.cfm>. (Accessed February 2015).
- “School map of North Carolina (W.G. Clements).” <http://dc.lib.unc.edu/cdm/singleitem/collection/ncmaps/id/281/rec/19>. (Accessed February 2015).
- Stroupe, *et. al.* *Post Offices and Postmasters of North Carolina*. 4 vols. Newell, N.C. North Carolina Postal History Society, 1996.

Varina (Cont.)



Manuscript
25 May 1887

Sippahaw, name changed from Varina

| | |
|---------------------------------------|-------------|
| Charlie W. Seate | 28 May 1900 |
| Hattie Jones | 24 Aug 1901 |
| Name changed to Fuquay Springs | 12 Mar 1902 |

Fuquay Springs, named changed from Sippahaw

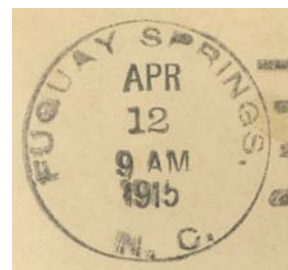
| | |
|--------------------------------------|-------------|
| Hattie Jones | 12 Mar 1902 |
| Willie W. Seawell | 5 May 1922 |
| Ida L. Dennis, Acting | 17 Jun 1927 |
| Nugent B. Hester, Acting | 15 Aug 1927 |
| Nugent B. Hester | 5 Jan 1928 |
| Ida L. Dennis | 29 Apr 1932 |
| Victor O. Tilley, Acting | 2 Feb 1934 |
| Victor O. Tilley | 16 Jan 1935 |
| Claude W. Jones, Acting | 5 Oct 1956 |
| Arnold E. Bullock | 16 Aug 1958 |
| Name changed to Fuquay-Varina | 31 Jul 1964 |



Type 1
28.5 mm Black
6 Nov 1906



Type 2
31 mm Black
1906 Type A/1 4-Bar
21 Oct 1907
19 May 1911



Type 3
32 mm Black
1910 Type B 4-Bar
12 Apr 1915

Fuquay Springs (Cont.)



Type 4
30 mm Black
Metal Duplex Type H2
12 May 1921

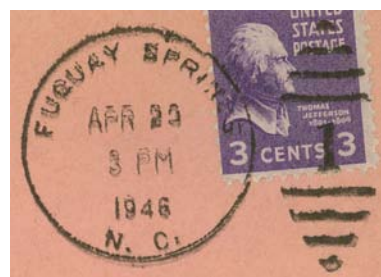


Type 5
23 mm Black
Columbia Machine
Type G 1W
21 Mar 1927
19 Mar 1928

Type 6
24 mm Black
Ielfield Machine
Type A 1
21 Dec 1927



Type 7
27 mm Black
Metal Duplex Type E2
22 Oct 1934



Type 8
30.5 mm Black
Metal Duplex Type ?
25 Apr 1946
20 Mar 1947



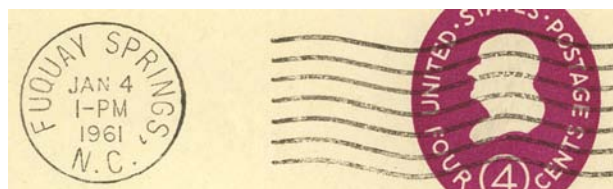
Type 9
21.5 mm Black
International Machine
Type D30
11 Sep 1947
3 Jan 1959

Fuquay Springs (Cont.)



Type 10
29.5 mm Black
21 Oct 1955

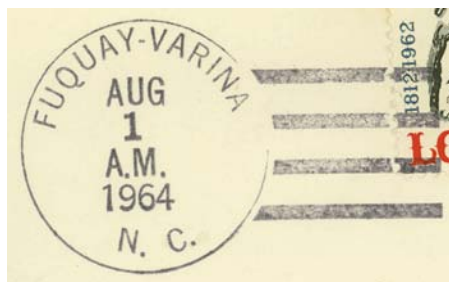
29.5 mm Magenta
22 Sep 1960



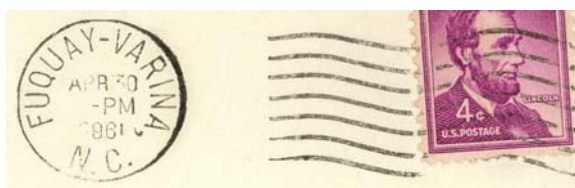
Type 11
21.5 mm Black
International Machine
Type J30
2 Sep 1960
31 Jul 1964

Fuquay-Varina, named changed from Fuquay Springs

| | |
|---------------------------------------|-------------|
| Arnold E. Bullock | 31 Jul 1964 |
| John H. Hufton | 12 May 1973 |
| Ronald L. Spann | 21 Dec 1985 |
| William M. Valls | 6 Feb 1993 |
| Gary Fowler Officer-In-Charge | |
| Glenda Fowler Officer-In-Charge | 14 Dec 2002 |
| Robert L. Shaw Officer-In-Charge | 19 Sep 2003 |
| Robert L. Shaw | 17 Apr 2004 |
| Andre Jones Officer-In-Charge | 17 Jul 2007 |
| Harry J. Headrick | 5 Jan 2008 |
| Rhonda R. Abernethy Officer-In-Charge | 17 Jun 2009 |
| Michael C. Westbrook | 27 Mar 2010 |



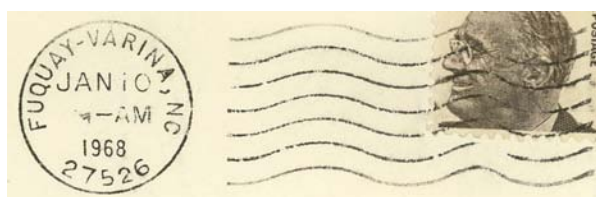
Type 1
33 mm Black
1936 Type F/1 4-Bar
1 Aug 1964
12 Oct 1966



Type 2
21 mm Black
International Machine
Type J30
30 Apr 1965



Type 3
21 mm Black
International Machine
Type Hz30 (27526)
13 Jun 1966



Type 4
22.5 mm Black
International Machine
Type ATS/z 2721 (27526)
27 Mar 1967
10 Jan 1968

Fuquay-Varina (Cont.)



Type 5
33 mm Black
1963 Type F/2 4-Bar (27526)
29 Feb 1972

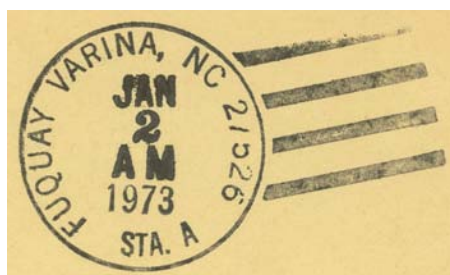


Type 6
21 mm Black
International Machine
Type Hz30 (27526)
13 Mar 1985

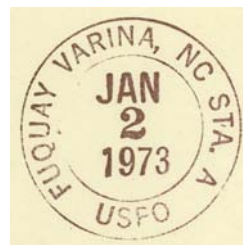
Station Cancels Station A



Type 1
32.5 mm Black
1936 Type F/1 4-Bar
16 Mar 1965



Type 2
33 mm Black
1963 Type F/2 4-Bar (27526)
2 Jan 1973



Type 3
29 mm Magenta
2 Jan 1973
15 Feb 1974

Fuquay-Varina (Cont.)

Station Cancels (Cont.)

Station A (Cont.)



Type 4
32 mm Black
1963 Type F/2 4-Bar (27526)
15 Feb 1974

Varina (Re-established)

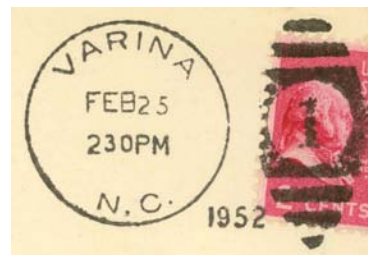
| | |
|--|-------------|
| Albert W. Gregory | 15 Sep 1913 |
| William C. Stuart | 8 Dec 1917 |
| Percy G. Broadwell, Acting | 10 Jan 1927 |
| Leona S. Procter, Acting | 27 Dec 1927 |
| Leona S. Procter | 10 Mar 1928 |
| Mrs. Donna J. Ellis | 14 Sep 1931 |
| James R. Beal | 7 Jul 1932 |
| Jewell Ballentine, Acting | 18 Sep 1934 |
| Jewell Ballentine | 21 Jun 1935 |
| Jewell B. Stephens (marriage) | 5 Sep 1942 |
| Margaret A. Segroves | 17 Dec 1945 |
| Margaret S. Hall (marriage) | 21 May 1948 |
| Discontinued | 31 Jul 1964 |
| Converted to classified Station "A" of Fuquay-Varina | |



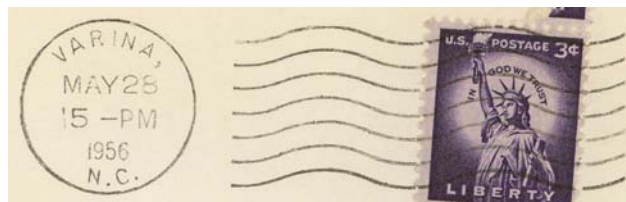
Type 2
32 mm Black
1910 Type B 4-Bar
12 Apr 1915
21 Dec 1922



Type 3
32 mm Black
1925 Type C/1 4-Bar
14 May 1932
16 Aug 1932



Type 4
27 mm Black
Metal Duplex Type E2
23 Feb 1951
22 Mar 1952



Type 5
23 mm Black
International Machine
Type AT/S 2721
28 May 1956

North Carolina Postal History from the Robert J. Karrer Collection

by Scott Troutman



On December 12, 2014, Schuyler Ramsey Philatelic Auctions offered for sale the extraordinary collection of Charleston, South Carolina postal history put together by Robert J. Karrer. There were 398 lots in the sale of which 86 percent were sold. The collection's sale began with a 1717 letter from Charleston to London and ended with a small group of 1865 covers from the Federal occupation and resumption of the mails periods. The sale was chock-a-block with great rarities from blockade run covers, to early Charleston advertising covers and rare and wondrous usages from Charleston to foreign destinations. Among all this material I found five covers with North Carolina connections and I thought I would report on these. Although some of the covers did not sell, I think it is of value to present them for our readers, who may not have been aware they were in the sale. The images of these covers were supplied through the courtesy of Schuyler Rumsey Philatelic Auctions of San Francisco.

Four of these covers bear markings from the Wilmington and Raleigh Railroad. The railroad, originally chartered on December 30, 1833, began operating in 1838, and when completed in 1840 was the longest railroad in the world at 161-1/2 miles. While the railroad ran between Weldon and Wilmington, the company extended the railroad's reach by operating steamboats between Wilmington and Charleston, South Carolina. Over the years the company owned and operated five different steamboats, which they placed on this route. The first two were built in New York, the Governor Dudley and the North Carolina. Amazingly, these two managed to collide in July 1840, sinking the North Carolina. Other ships owned by the railroad included the Cornelius Vanderbilt, the

Wilmington, and the Gladiator. Five different Wilmington & Raleigh Railroad circular datestamps are recorded in Post Offices and Postmasters of North Carolina, Volume 4, which documents North Carolina railroad markings. These markings were applied by route agents of the railroad. Some think the Wilmington & Raleigh Railroad postmarks were applied by the agents while aboard the steamships, but there is no proof of this. The route agents rode the trains, and it is more likely the markings were applied on the trains since the agents made several runs to each voyage of the steamships.

The first cover, lot no. 4156, is illustrated in Figure 1. It is an unpaid 1852 letter to New York City with the Type 305-I-1, "WIL. & RAL. R.R./FEB/10," blue circular datestamp and a matching blue "5" handstamp for the postage due in New York. This cover obviously originated in Charleston as it has a nicely tied Honour's City Express stamp (Scott 4LB8). Honour's City Express was a local mail carrier that operated in Charleston from 1851-58. Here, the carrier took the letter not to the Charleston post office but to the steamship pier for the Wilmington & Raleigh steamer going to Wilmington. Only four covers bearing both an Honour's Express



▲ **Figure 1.** February 10, 1852, unpaid, folded letter from Charleston to New York City with 2¢ black on bluish Honour's City Express stamp for local carrier service. Wilmington & Raleigh Railroad Type 305-I-1 circular datestamp applied by the railroad route agent as well as "5" handstamp for postage due at destination.

stamp and a Wilmington & Raleigh cancel are known. This is the black on bluish version of the carrier stamp. Pre-auction estimate on the cover was \$1500-2000 and it sold for \$1,600 hammer price.

Lot no. 4157 is the second cover, shown in Figure 2. This circa 1856 cover to Boston also has an Honour's City Express



► **Figure 2.** February 17, ca. 1856, paid folded letter from Charleston to Boston with 2¢ black on bluish Honour's City Express stamp. Wilmington & Raleigh Railroad Type 305-H-II circular datestamp applied by railroad route agent.

(Scott 4LB8) stamp tied on a blue folded letter. It has a light strike of the blue “WILMINGTON & RALEIGH RAILROAD.” circular datestamp, Type 305-H-II, with a manuscript “Feby 17” date. This cover was paid the domestic rate to Boston with a 3¢ brownish carmine stamp, Scott No. 11A. This cover had a pre-auction estimate of \$1,000-1,500, but did not sell. The cover was once in the collections of Charles W. Remele and Henry B. Abt.

Figure 3. ▶

June 15, 185x, unpaid buff cover front with flap from Charleston to Philadelphia with 2¢ black on bluish Honour’s City Express stamp. Blue Type 305-H-3 Wilmington & Raleigh Railroad circular datestamp and “10” handstamp for postage due at destination applied by railroad route agent.

The third cover, lot no. 4159, is illustrated in Figure 3. This buff cover front with flap was addressed to Philadelphia and also has the Honour’s City Express (Scott 4LB8) stamp. Although the local carrier fee was paid, the domestic fee was unpaid. The cover received a blue “WILMINGTON & RALEIGH RAILROAD/JUN/15” Type 305-H-3 circular datestamp and



a matching blue “10” handstamp for the postage due. The cover was estimated at \$750-\$1000, but did not sell.

Figure 4 shows the fourth cover, lot no. 4067, a circa 1849 cover to Shocco Springs (Warren County). Although a small portion of the upper right corner is missing, this cover has a beautiful strike of the blue “WILMINGTON & RALEIGH RAILROAD/SEP/11” Type 305-H-3 circular datestamp on a blue folded cover and a matching blue “5” handstamp for the postage due. The Shocco Springs post office had just reopened

Figure 5. ▶

April 3, ca. 1851, envelope from South Carolina to Scuppernon (Washington County), North Carolina, with a fine example of the rare manuscript marking of the route agent on the South Carolina Railroad.

on July 31, 1849, after being closed for 15 years, and would remain open only until December 11, 1866. It had originally operated from December 12, 1832 until March 31, 1834. The cover was estimated at \$150-200, but did not sell. While the origin of the cover is unknown, it was either given to the rail-




road route agent on the Wilmington & Raleigh railroad in North Carolina or came from Charleston on the steamboat.

The last cover I noted, lot no. 4060, was a beautiful unpaid cover to North Carolina from South Carolina. It bears a

◀ **Figure 4.** Circa 1849 blue folded cover to Shocco Springs (Warren County) with beautiful strike of the blue Type 305-H-3 circular datestamp of the Wilmington & Raleigh Railroad and “5” handstamp for postage due. Cover either given to railroad route agent in North Carolina or came by steamboat from Charleston.

manuscript marking “So Ca R R/April 3” (circa 1851) and a big red “5” handstamp for the postage due. The cover was handed to the railroad route agent on the South Carolina Railroad and was addressed to Charles L. Pettigrew at Scuppernon (Washington County), North Carolina. This cover was a very fine example of the rare manuscript route agent marking of this South Carolina railroad. It caught my eye because Scuppernon is one of my favorite towns. This cover was estimated at \$200-300 and brought the hammer price of \$1,000. ■





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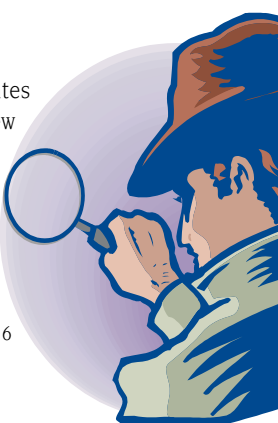
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